

ZONING CHANGE REVIEW SHEET

CASE: C814-2008-0146 Oertli PUD

Z. P. C. DATE: 1-20-2009

ADDRESS: 12422 & 12424 Dessau Rd &
1200 E Parmer Lane

AREA: 95.533 Acres

APPLICANT: Jerry Oertli Estate
(Linda Oertli)

AGENT: Drenner & Golden Stuart Wolff, LLP
(Michele Rogerson)

NEIGHBORHOOD PLAN AREA: None

CAPITOL VIEW: No

WATERSHED: Harris Branch/Walnut Creek

T.I.A.: Yes.

HILL COUNTRY ROADWAY: No

DESIRED DEVELOPMENT ZONE: Yes

ZONING FROM: DR & SF-2

ZONING TO: PUD

SUMMARY STAFF RECOMMENDATION:

Staff recommends Planned Unit Development – PUD with the conditions listed in the Department Comments. If the zoning is granted, then the applicant shall dedicate up 70 feet of right-of-way from the existing centerline of Dessau Road.

BASIS FOR RECOMMENDATION:

1. *The proposed zoning should be consistent with the purpose statement of the district sought.*

The Oertli PUD is comprised of approximately ninety five acres and is proposing a mixed use development of multi-family, business park, retail and restaurant uses. The requested Planned Unit Development (PUD) zoning district is in keeping with the purpose statement for PUD's that they be a large or complex single or multi-use development that is planned as a single contiguous project and that is under unified control.

2. *Intensive multi-family zoning should be located on major arterials and highways.*

The Oertli PUD is situated between two major arterial roadways, Dessau Road and Parmer Lane. The PUD is also proposing a phased Internal Circulation Route (ICR) connecting Parmer Lane and Dessau Road with sidewalks and bike lanes to help facilitate a future mass transit stop.

ZONING AND PLATTING COMMISSION RECOMMENDATION:

The motion to approve staff's recommendation for PUD zoning; was approved on the Consent Agenda by Commissioner Clarke Hammond, Commissioner Donna Tiemann second the motion on a vote of 4-0; Commissioners Roxanne Evans, Teresa Rabago, Keith Jackson were absent.

DEPARTMENT COMMENTS:

The Planned Unit Development (PUD) district is the designation for a large or complex single or multi-use development that is planned as a single contiguous project and that is under unified control. The purpose of a PUD district designation is to preserve the natural environment, encourage high quality development and innovative design, and ensure adequate public facilities and services for development within a PUD. A PUD district designation provides greater design flexibility by permitting modifications of site development regulations. Development under the site development regulations applicable to a PUD must be superior to the development that would occur under conventional zoning and subdivision regulations. A PUD district must include at least 10 acres of land, unless the property is characterized by special circumstances, including unique topographic constraints.

The Oertli PUD is comprised of approximately ninety five acres and is proposing a mix of multi-family, business park, retail and restaurant uses. There is a conceptual site plan attached which depicts the general location of the various land uses (Attachment "A"). The applicant has proposed the following elements of the PUD to demonstrate its superior design:

The PUD is providing for a six acre park within the PUD that will be dedicated to the City. This city park will also have a connection to the existing single family neighborhood to the north.

The PUD is providing for environmental preservation by development of an existing stock pond into a wet pond resulting in an amenity and superior water quality. A standard sedimentation/filtration would be required by code.

The PUD is proposing increased compatibility with adjacent property and land uses by increasing standard setbacks and vegetative buffering. The PUD is proposing a fifty foot (50') vegetative buffer to the adjacent single family residential development to the north when only a twenty five foot (25') buffer is required by code. The PUD is proposing a one hundred foot (100') setback for development of Construction Sales and Services, Limited Warehousing & Distribution and Custom Manufacturing uses from the adjacent single family residential development to the north when only a twenty five to fifty foot (25'-50') buffer is required by code. The PUD is proposing a two hundred foot (200') setback for development of Light Manufacturing use from the adjacent single family residential development to the north when only a fifty foot (50') buffer is required by code. Additionally any loading docks associated with a commercial or office-flex warehouse use shall be prohibited from facing the northern property line adjacent to single-family homes unless another building is located between the loading dock and the northern property line, which screens such loading dock from view of the adjacent single family homes.

The PUD is proposing to participate in either the Art in Public Places program to place art onsite and/or make a contribution to the program.

The PUD is proposing a phased Internal Circulation Route (ICR) connecting Parmer Lane and Dessau Road with sidewalks and bike lanes to help facilitate a future mass transit stop.

The PUD is proposing to apply certain aspects of Commercial Design Standards to multifamily residential development and warehouse/industrial, which would not otherwise be required.

The PUD is proposing to participate in the Green Building Program and will achieve the 2 Star level.

The PUD is proposing an Integrated Pest Management Plan (IPM) which would not otherwise be required.

The applicant proposes to utilize the site development regulations of the Community Commercial zoning district (GR) as a base district except as modified herein. The site development regulation modifications are outlined below:

1. The following land uses, which are either not permitted or are a Conditional Use in the Community Commercial zoning district will now be a permitted use:

- Condominium Residential
- Multi-family Residential
- Electronic Prototype Assembly
- Townhouse Residential
- Custom Manufacturing
- Light Manufacturing
- Limited Warehousing and Distribution
- Retirement Housing
- Convalescent Services
- Construction Sales & Services
- Electronic Testing

2. The following land uses, which are either permitted or are a Conditional Use in the Community Commercial zoning district will now be a non-permitted use:

- Automotive Rentals
- Automotive Repair Services
- Automotive Sales
- Automotive Washing (of any type)
- Bail Bond Services
- Commercial Off-Street Parking
- Drop-Off Recycling Collection Facility
- Exterminating Services
- Funeral Services
- Hotel-Motel
- Indoor Entertainment
- Off-Site Accessory Parking
- Outdoor Entertainment
- Outdoor Sports and Recreation
- Pawn Shop Services
- Plant Nursery
- Theater
- Club or Lodge
- College and University Facilities
- Community Recreation (Private and Public)
- Cultural Services
- Counseling Services
- Group Homes Class II
- Hospital Services (General)
- Guidance Services
- Public Primary and Secondary Educational Facilities
- Private Primary and Secondary Educational Facilities
- Residential Treatment

3. The following Site Development Regulations will not be applicable to industrial and multifamily uses within the PUD:

1. 25-2, Subchapter "E", Design Standards and Mixed Use, 2.2.5 –

B. Sidewalks:

2. On portions of the street that do not contain building frontage meeting the requirements of Subsection "C" below, a five foot unobstructed sidewalk shall be provided, all of which shall be located within 12 feet of the curb.

C. Building Placement:

1. On a site with a single principal building:

a. The longer side of the building must be built up to the clear zone (or supplemental zone if provided) or

b. At least one side of the building must be built up to the clear zone (or supplemental zone if provided) and the majority of the tenant spaces must have principle entrances facing the Internal Circulation Route.

2. On a site with more than on principal building:

a. The longer side of any building, any portion of which is with in 100 feet of the Internal Circulation Route, must be built up to the clear zone (or supplemental zone if provided), or

b. At least one side of any building, any portion of which is within 100 feet of the Internal Circulation Route, must be built up to the clear zone (or supplemental zone if provided) and the majority of tenant spaces in any such building must have principal entrances facing the Internal Circulation Route.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
SITE	DR/SF-2	Residential/Agricultural
NORTH	SF-2	Single Family Residential
SOUTH	DR	Agricultural
EAST	County	Single Family Residential
WEST	DR	Agricultural

CASE HISTORIES:

CASE NUMBER	REQUEST	PLANNING COMMISSION	CITY COUNCIL
C14-97-0147 Copperfield Drive	From DR to GR & SF-6- CO	Approved LR-CO [Vote: 7-0]	Approved GR & SF-6- CO [Vote: 7-0]
C14-94-0168 Joshridge Blvd.	From I-RR to SF-2, Tract 1 & I-RR to LR Tract 2	Approved SF-2-CO for Tract 1 & LR for Tract 2 [Vote: 6-0-1]	Approved SF-2-CO for Tract 1 & LR for Tract 2 [Vote: 7-0]

NEIGHBORHOOD ORGANIZATION:

- Harris Glenn HOA
- Austin Neighborhood Council
- Northeast Action Group
- Homeless Neighborhood Assoc.
- Harris Glenn Association
- North Growth Corridor Alliance
- Parmer Land Condos
- Copperfield Neighborhood Org.
- N. Copperfield Neighborhood Org.
- River Oaks Lakes Estates Neighborhood
- Austin Neighborhoods Council

SCHOOLS:

Copperfield Elementary School
Dessau Middle School
Opportunity Center High School

PARKS COMMENTS RECIEVED:

The Parks Department has negotiated with the applicant for the inclusion of a City park on the property.

SITE PLAN COMMENTS RECEIVED:

An industrial use within a PUD shall conform with the performance standards established by Sec. 25-2-648. [Sec. 25-2-411(G)].

TRANSPORTATION COMMENTS RECEIVED:

Existing Street Characteristics:

Name	ROW	Pavement	Classification	Daily Traffic
FM 734 (Parmer Lane)	200'	2 @ 32'	Arterial (MAD4)	29,000 (TXDOT, 2006)
Dessau Road	120'	2 @ 24'	Arterial (MAD4)	26720 (Travis County, 2005)
Blaine Road	50'	30'	Local	Not available
Knowell Drive	50'	30'	Local	Not available

The Austin Metropolitan Area Transportation Plan calls for a total of 400 feet of right-of-way for FM 734 (Parmer Lane) and 140 feet of right-of-way for Dessau Road. Dedicate 70 feet of right-of-way from the existing centerline of Dessau Road in accordance with The Austin Metropolitan Area Transportation Plan. TXDOT may require reservation of 200 feet of right-of-way measured from the centerline of Parmer Lane. [LDC, 25-6-55(a), (c)].

There are existing sidewalks along Dessau Road, Blaine Road, and Knowell Drive. There are no existing sidewalks along FM 734 (Parmer Lane). FM 734 (Parmer Lane) and Dessau Road are classified in the Bicycle Plan as a Priority 1 bike route. Capital Metro bus service is not available within 1/4 mile of this property.

CITY COUNCIL DATE: February 26, 2009

ACTION:

ORDINANCE READINGS: 1ST 2ND 3RD

ORDINANCE NUMBER:

CASE MANAGER: Clark Patterson
Clark.patterson@ci.austin.tx.us

PHONE: 974-7691



Date: January 14, 2009
To: Clark Patterson, Case Manager
CC: Arthur F. Gamble III, P.E.
Alliance Transportation Group, Inc.
Reference: Oertli PUD, C814-2008-0146

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the Oertli Planned Unit Development (Oertli PUD), dated November 21, 2008, prepared by Arthur F. Gamble III, P.E. of Alliance Transportation Group, Inc., and offers the following comments:

The Oertli PUD TIA covers multiple tracts of land consisting of 95.535 acres. The site is located in northeast Austin, northwest of the intersection of Parmer Lane (F. M. 734) and Dessau Road.

The property consists of land that is mostly undeveloped with a single-family land use that currently takes driveway access to Dessau Road. The applicant has requested a zoning change from DR/SF-2 to Planned Unit Development (PUD). The proposed land uses are 645,500 square-feet of business park use, 720 apartment dwelling units, and a 3,144 square-foot fast-food restaurant. The estimated completion of the project is expected in the year 2013.

TRIP GENERATION

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 14,275 unadjusted average daily trips (ADT).

The table below shows the trip generation by land use for the proposed development:

Table 1. Trip Generation											
			Unadjusted				Adjusted				
				AM Peak		PM Peak		AM Peak		PM Peak	
LAND USE	ITE Code	Size	ADT	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Business Park	770	645,500 SF	7,686	747	142	193	646	747	142	193	646
Apartments	220	720 DU	4,478	71	285	269	145	71	285	269	145
Fast Food Restaurant	934	3,144 SF	1,560	85	82	57	52	43	42	28	26
Total			14,275	903	509	519	843	861	469	490	817

ASSUMPTIONS

1. Traffic growth rates provided by the City of Austin were as follows:

Table 2. Growth Rates per Year	
Roadway Segment	%
All Roadways	2%

2. In addition to these growth rates, background traffic volumes for 2008 included estimated traffic volumes for the following projects:

• Austin-Jourdan Crossing Project	C14-96-0007
• Parmer At Dessau, Section 1	C14-96-0115
• Metrotech	C14-96-0154
• Parmer North	C14-97-0141
• Copperfield Section 3-H	C14-97-0147
• Parmer South	C14-98-0073
• Parmer Center (Currently Austin Executive Airpark)	C14-98-0265
• Parmer Lane And Ih-35 (Seton Medical Center)	C14-03-0050
• Fish Tract	C14-04-0056
• Pioneer Crossing	C814-96-0003
• Harris Branch Apartments	C14-05-0065.SH
• Dessau Market	C14-05-0124
• Parmer Place	C14-2007-0225
• Vina Plaza	C14-95-0183
• Parmer Park	C14-2008-0092
• Shropshire Dessau Retail Tract 1	C14-05-0176
• Shropshire Dessau Retail Tract 2	C14-05-0177
• Parmer Park Retail Center (Resubmittal Of SP-03-0125C)	SP-04-0015C
• Bella Sarah	SP-05-1476C
• Cvs Pharmacy Store # 00357	SP-05-1473C
• Tech Ridge Center Phase Iii	SP-05-1625C
• Pavilions At Tech Ridge (The)	SP-06-0123C
• Carrington At Parmer Park	SP-06-0426C
• Dessau Tract	SP-06-0661D
• Bella Springs	SP-06-0770C
• Sonic Drive In	SP-06-0800C
• Wendy's Restaurant	SP-07-0041C
• Harris Ridge Retail	SP-2007-0445C
• Center Park At Tech Ridge	SP-00-2186C
• Storage Center; The	SP-2008-0171D

3. Reductions were taken for pass-by for the following uses:

Table 3. Summary of Pass-By Reductions		
Land Use	Pass-By Reductions %	
	AM Peak	PM Peak
Fast Food Restaurant	49%	50%

4. No reductions were taken for internal capture or transit use.

EXISTING AND PLANNED ROADWAYS

FM 734 (Parmer Lane) – Parmer Lane forms the southern border of the site and is a four-lane divided major arterial between Harris Ridge Boulevard and Samsung Boulevard. The Austin Metropolitan Area Transportation Plan (AMATP) proposes to upgrade Parmer Lane to a six-lane expressway by 2025. This roadway is classified as a priority 2 route in the Bicycle Plan.

Dessau Road – Dessau Road forms the eastern border of the site and is a four-lane divided major arterial between Howard Lane and Parmer Lane. The AMATP proposes to upgrade Dessau Road to a six-lane divided major arterial by 2025. This roadway is classified as a priority 1 route in the Bicycle Plan.

IH-35 – IH-35 is located west of the site and is classified as a six-lane freeway and currently has three travel lanes with frontage roads in each direction. The AMATP proposes to upgrade IH-35 to a six-lane freeway with HOV lanes by 2025. However, no changes are expected to this roadway by the build-out date of 2013.

McCallen Pass (Arterial 14) – McCallen Pass is located west of the site and is a four-lane divided collector north of Parmer Lane and a two-lane undivided collector south of Parmer Lane. The AMATP proposes to upgrade McCallen Pass to a four-lane divided major arterial by 2025.

Harris Ridge Boulevard – Harris Ridge Boulevard is located west of the site and is a four-lane divided collector north of Parmer Lane. The AMATP proposes to upgrade Harris Ridge Boulevard to a six-lane divided major arterial by 2025. Harris Ridge Boulevard aligns with Tech Ridge Boulevard at Parmer Lane.

Tech Ridge Boulevard – Tech Ridge Boulevard is located west of the site and is a six-lane divided collector south of Parmer Lane. The AMATP proposes to upgrade Tech Ridge Boulevard to a six-lane divided major arterial by 2025.

Harrisglenn Drive – Harrisglenn Drive is located west of the site and is a two-lane undivided collector north of Parmer Lane.

Samsung Plant – Samsung Plant is located east of the site and is a six-lane divided driveway south of Parmer Lane.

Samsung Boulevard – Samsung Boulevard is located east of the site and is a four-lane divided collector south of Parmer Lane.

Howard Lane – Howard Lane is located north of the site and is a four-lane divided major arterial west of Dessau Road and two-lane undivided major arterial east of Dessau Road. The AMATP proposes to upgrade Howard Lane to a four-lane divided major arterial by 2025.

Bradbury Lane – Bradbury Lane is located north of the site and is a two-lane undivided collector west of Dessau Road. Bradbury Lane aligns with F Lane at Dessau Road.

F Lane – F Lane is located north of the site and is a two-lane divided collector east of Dessau Road.

J Lane – J Lane is located north of the site and is a two-lane divided collector east of Dessau Road. The Oertli site driveway will align with J Lane.

Shropshire Boulevard – Shropshire Boulevard is located south of the site and is a two-lane undivided collector east of Dessau Road. Shropshire Boulevard aligns with East Braker Lane at Dessau Road.

East Braker Lane – East Braker Lane is located south of the site and is a four-lane divided major arterial east of Dessau Road. The AMATP proposes to upgrade East Braker Lane to a six-lane divided major arterial by 2025. This roadway is classified as a priority 1 route in the Bicycle Plan.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 14 intersections, of which 10 are currently signalized. Existing and projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

Table 4. Level of Service						
Intersection	2008 Existing		2013 Forecasted		2013 Site + Forecasted	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
FM 734 (Parmer Lane) & IH 35 SB Frontage Road*	F	F	F	F	F	F
FM 734 (Parmer Lane) & IH 35 NB Frontage Road*	E	F	F	F	F	F
FM 734 (Parmer Lane) & McCallen Pass*	B	D	F	F	F	F
FM 734 (Parmer Lane) & Harris Ridge Boulevard*	C	C	F	F	F	F
FM 734 (Parmer Lane) & Harrisglenn Drive*	B	C	F	F	F	F
FM 734 (Parmer Lane) & Dessau Road*	E	F	F	F	F	F
FM 734 (Parmer Lane) & Samsung Plant*	B	B	E	C	F	D
FM 734 (Parmer Lane) & Samsung Boulevard*	A	A	E	B	F	C
Dessau Road & Howard Lane*	F	E	F	F	F	F
Dessau Road & Bradbury Lane	A	A	B	A	C	A
Dessau Road & J Lane/Oertli Site Roadway**	C	A	A	F	E	C
Dessau Road & Shropshire Boulevard*	C	C	F	F	F	F
Dessau Road & Parmer Center/Dessau Road Commercial Center Driveway**			B	F	E	F
FM 734 (Parmer Lane) & Site Roadway					A	B

* = SIGNALIZED

** = PROPOSED SIGNAL

RECOMMENDATIONS

- 1) Prior to 3rd reading at City Council, fiscal is required to be posted for the following improvements:

Intersection	Improvement	Total Cost (\$)	Pro Rata Share (%)	Pro Rata Share (\$)
Parmer Lane & McCallen Pass*	EB - Add right-turn lane	TBD	TBD	TBD
	Signal timing improvements			
	WB - Restripe shoulder to right-turn lane			
Parmer Lane & Harris Ridge Boulevard*	WB - Add right-turn lane			
	SB - Restripe to accommodate a left-turn lane, a shared left/thru lane, and a shared right/thru lane			
Parmer Lane & Harrisglenn Drive*	SB - Provide 5-section signal head for right-turn overlap			
	EB - Add 2 nd left-turn lane			
	Signal timing improvements			
Dessau Road from Parmer Lane to Bradbury Lane	Add 2 lanes for a six-lane cross-section from Parmer Lane to north of Bradbury Lane			
Parmer Lane & Dessau Road*	EB - Add 2 nd left-turn lane			
	SB - Add 2 nd left-turn lane			
	SB - Add right-turn lane			
	WB - Add right-turn lane			
Parmer Lane & Samsung Plant*	WB - Restripe to accommodate dual left-turn lanes			
	Signal timing improvements			
Parmer Lane & Samsung Boulevard*	WB - Restripe to accommodate dual left-turn lanes			
	Signal timing improvements			
Dessau Road & Howard Lane*	Signal timing improvements			
	NB - Add right-turn lane			
Dessau Road & J Lane/Oertli Site Roadway**	Add Restricted Signal			
Dessau Road & Shropshire Boulevard*	Signal timing improvements			
	WB - Provide 5-section signal head for right-turn overlap			
	NB - Add right-turn lane			

* A traffic signal may be installed once warrants are met with the approval of DPWT - Signals.

- 2) Final approval from DPWT ~ Signals, DPWT ~ Transportation Engineering, and TXDOT is required prior to 1st Reading.
- 3) Three copies of the final version of the TIA incorporating all corrections and additions must be submitted prior to final reading of the zoning case.
- 4) The median break proposed in conjunction with access to the proposed Oertli site driveway on Dessau shall be provided by the developer during the site plan process.
- 5) The private street shall conform to City of Austin standards. The appropriate standards include geometric design criteria, pavement design, sidewalks, and clear zones and will be determined by the functional classification of the street at the time of subdivision or site plan.
- 6) Driveways shall be provided in accordance with the recommendations in the TIA.
- 7) Access studies may be required at the time of site plan for driveways not analyzed in the TIA.
- 8) Extension of Blaine Road and Knowell Drive are required by subdivision requirements unless variance is granted by Planning Commission. Parkland dedication shall not prohibit these street extensions.
- 9) Driveway locations on TXDOT roadways are subject to the requirements of the TxDOT Access Management Manual. Approval of the TIA is not an approval of the driveway locations, is conditional, and approval of conceptual driveway locations may be revoked based on site conditions and constraints determined during construction plan review.
- 10) The Austin Metropolitan Area Transportation Plan calls for 140 feet of right-of-way for Dessau Road. If the requested zoning is granted, then 70 feet of right-of-way should be dedicated from the existing centerline of Dessau Road in accordance with The Austin Metropolitan Area Transportation Plan [LDC, Sec. 25-6-51 and 25-6-55).
- 11) The Austin Metropolitan Area Transportation Plan calls for a total of 400 feet of right-of-way for FM 734 (Parmer Lane) [LDC, Sec. 25-6-51 and 25-6-55). TxDOT indicated that right-of-way reservation may not be required at this time. However, right-of-way reservation for US 183 may be required by TxDOT during the subdivision or site plan process.
- 12) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-2788.

Candace Craig

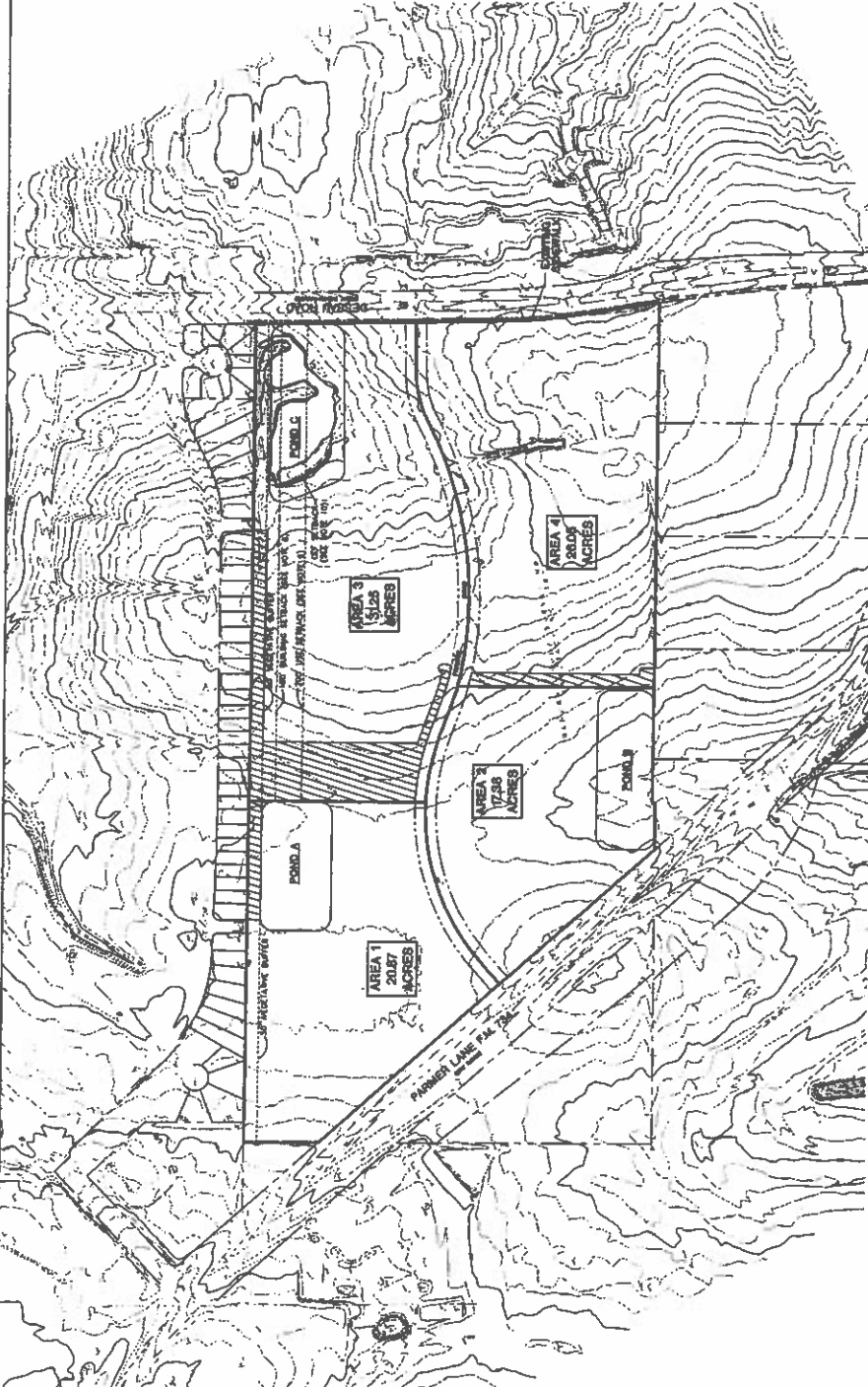
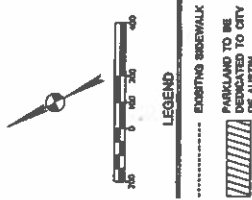
Sr. Planner ~ Transportation Review Staff
Watershed Protection and Development Review



PUD LAND USE PLAN

DEPTU TRACT
PARMER LANE & DESSAU ROAD
AUSTIN FAIRCHILD MANAGEMENT

PROJECT NO.: 1000-01-01	DATE: 11/1/22
DESIGNED BY: JLB	CHECKED BY: JLB
DRAWN BY: JLB	DATE: 11/1/22
DATE: 11/1/22	SCALE: 1" = 1'





Legend

- Multifamily
- Office/Flex
- Commercial
- Pond
- Open Space
- Future Dedicated 6 Acre City Park

Oertli PUD

public open space



0 50 100



SUBJECT TRACT

HARRISGLENN DR

BLISSFIELD DR

MIDDLE SCHOOL

WILSON LN

FAST LANE
GP-010

SERVICE STATION

05-0085 SH
SP-05-1881C SH

GP-04-0000

SP-06-0500C

SP-07-0000

SERVICE STATION

07A-05-007

07A-05-007

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07-183

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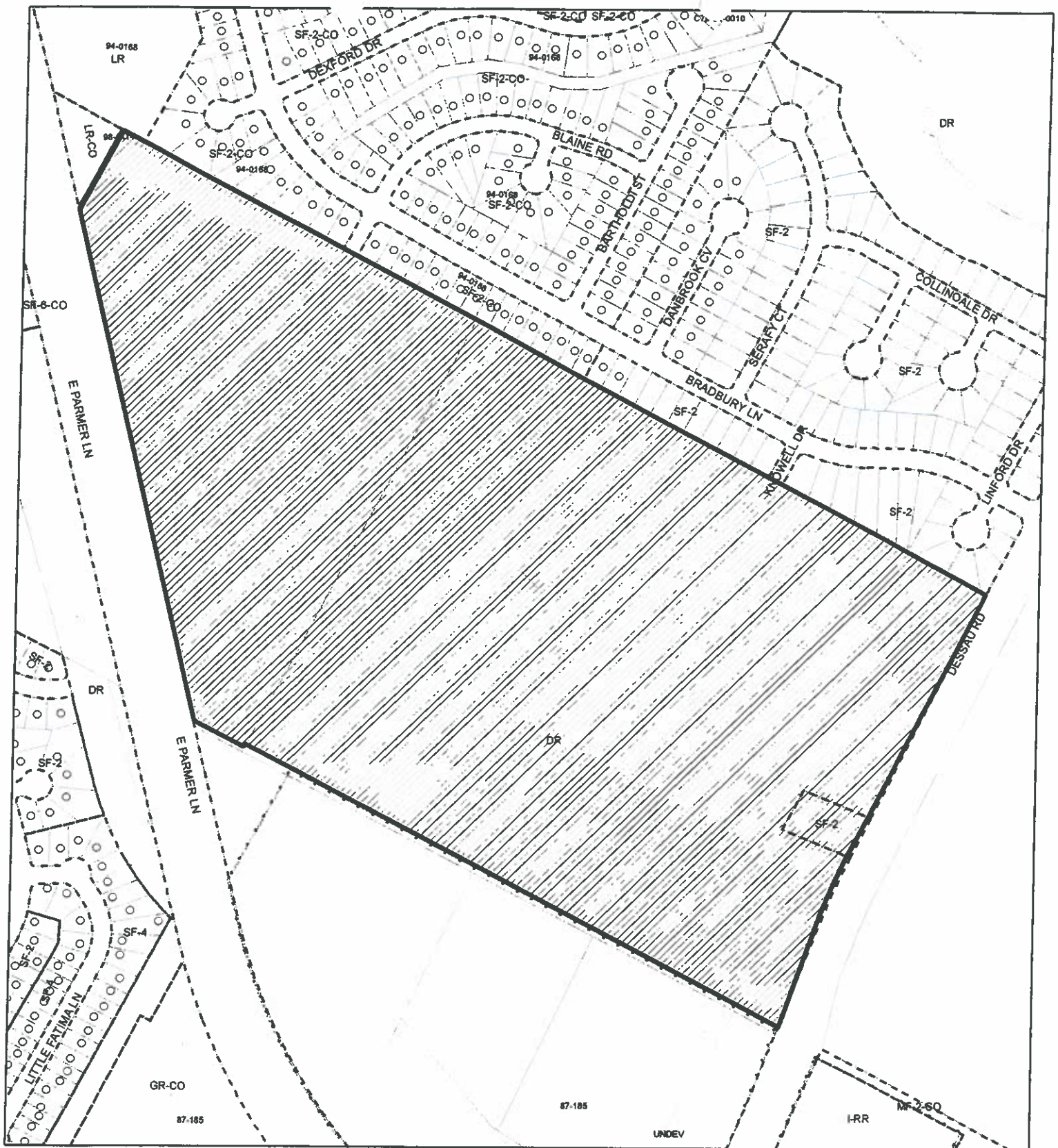
UNDEV





UNDEV

UNDEV

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SUBJECT TRACT




 **SUBJECT TRACT**
 **ZONING BOUNDARY**
 **PENDING CASE**
OPERATOR: S. MEEKS
1" = 400'

ZONING
ZONING CASE#: C814-2008-0146
ADDRESS: 12422 & 12424 DESSAU RD & 1200 E PARMER LANE
SUBJECT AREA: 95.535 ACRES
GRID: N32-33 & P33
MANAGER: S. SIRWAITIS



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